

The Role of Naval Power in History.

One of the most interesting chapters of this book is devoted to the discussion of the principal conditions which have made the advantage of France over England in the past. These conditions are geographical position, physical conformation (including natural productions and climate), extent of territory, number of population, character of the people, and character of the Government and system of the country. In regard to geographical position, the author scarcely needs to point out that England possessed a great advantage over her chief rival maritime rivals, Holland and France, in that she was neither forced to defend herself by land, nor to guard her rear. Holland's strength was exhausted by the necessity of defending her land frontier, while the resources of France were squandered in a ceaseless effort to gain accessions of territory at the expense of her maritime strength. As to the particular British Islands had the advantage over France. The fact that the latter country borders on the Mediterranean, as well as on the ocean, while favorable to the pursuit of commerce, has been a source of military weakness to France, and the fact that the French fleets have only been able to unite after passing through the Straits of Gibraltar, and the passage could seldom be effected without risking, if not incurring heavy loss. The author also points out the disadvantage of the position of the United States upon the Atlantic and Pacific Oceans would be either a source of great weakness or a cause of enormous expense had we a large sea commerce on both coasts.

A consideration of special interest to Americans is the relation which geographical nearness to the object of attack bears to the effectiveness of privateering, or the commerce-destraining operations of cruisers. Having ports

the extent can the stud of naval his-
tory to the epoch of sailing vessels be made in-
ferior to those who have to reckon with the
fact of continuous and vital warfare in the
air? To the question of the Mississippi
at least we must needs seek the lessons of
this in this direction, for the reason that
the sailing ships have as yet made no history
which can be accepted as distinct and
valuable.

To the record of sailing ships we
must turn for the first time, and we find
as yet unattainable in the annals of
the vessel propelled by steam. It
indeed, been argued that for use
of sailing ships, but to the history
of the sailing and steam. It is
nature in the ability to move in the air,
independently of the wind, as the
ship could follow only a narrow
course when the wind was had to
be without when it failed. There are
no doubt, however, between the
ship and the steamer. The motive power
is, when in action, radically different.

maintaining a blockade becomes ineffective; she might hold that a dozen fast steamers, moving twenty miles off shore between New Jersey and Long Island, would seriously endanger ships seeking to enter the harbor of New York. She might maintain the same view of a blockade's efficiency with reference to Boston, the Delaware, and the Chesapeake. It is true that commerce in neutral ships would be less profitable than in ships of the United States, but the author of this volume dwells with emphasis on the dislocation of the carrying traffic of the country which would be necessarily involved in such a forced change of ports of entry. Besides, when new entrepôts had been agreed upon by neutral nations, it would merely be needful for England to blockade the new ports. Whether an American navy is attainable without a previous or concurrent restoration of our merchant shipping is, in the opinion of Capt. Mahan, doubtful. It is true that a navy was built up under such circumstances by the Kaiser when permitted to wield the desolative powers of Louis XIV., but experience showed that the navy was not strong enough to reach its roots, withers away. Even had the United States a great national shipping, the author thinks it doubtful whether a sufficient navy could follow. The distance which separates them from other great powers, though in one way protection, is also a snare. Capt. Mahan can believe but one motive strong enough to impel the United States to such a course as that of the United States. That motive would for the first time be presented when a canal has pierced the American isthmus.

IV.

He has followed with especial interest the history of the war which broke out in 1756 between England and France, and in which, through the so-called family compact, power of Spain was presently enlisted on the French side. It was well known that this treaty grew out of Louis XV's vanity, and that, through the temporary prepossession of the French in American waters, it a decisive bearing on the outcome of that war. A feature of this war less familiar to Americans is the gallant effort made by Suffren to resuscitate the French power in India. This was a bold and the House of Bour-
bon may be looked upon as the only maritime contest which preceded and which fol-
lowed. It ostensibly resulted in the woful dis-
courage of England. Capt. Mahan has de-
voted five chapters to this interesting topic,
but has brought out more clearly than any
other general historians the effect of sea
power on the land war. The situation which
prevailed in England at the time when the
fronted England to the French. The war
was materially different from that in
which she had found herself at previous crises.
The first place, the thirteen American colo-
nies were hostile instead of being friendly,
therefore constituted a constant dan-

wind that threw the French ships out of order
and so widened the gulf between them. The
British across Asia, with those critics who
think that Rodney was following a policy of
vantage with adequate vigor. Nor should it be
forgotten that Rodney has been held primarily
responsible for the surrender of Cornwallis, be-
cause he went only fourteen ships to reinforce
Graves at New York. Rodney himself, how-
ever, attributed the loss of the colonies to the
loss of Rhode Island and the excessive
extension of the French power through the in-
vasion of the Carolinas. On this point Cap-
tain Mahan seems to consider Rodney right.

The maritime fighting in East Indian waters
was on a relatively small scale, the largest
force which Suffren at any time commanded
being the fifteen line-of-battle ships which he
commanded in the Indian Ocean. His last
battle in June 1782. Although his opponent,
Hudon, had eighteen ships, the French Ad-
miral's fleet was more powerful. The charac-
teristic of Suffren was his refusal to adopt the
defensive tactics, which had been traditional
in the French navy. The French Admiral
undisputed that Suffren was the greatest of
French seamen, and one of the ablest sea com-
manders of the world. He was born in 1733
in 1782; he had lived he would have been but
77 years old at the date of the battle of Tra-
lamar. He was a Frenchman, and he was
was fought. Nelson would have found in Suffren
a very different antagonist from Boscawen.
The French Admiral was a more experienced
to compel him that the Captains and crews of his
ships were decidedly inferior to their English
opponents.

Not a Cheerful View of It.
From the Boston Globe.

Wealth and glory, place and power,
What are they worth to me or you?
For the tears of life are in the cup,
And death stands ready to claim his due.
The shining hours are but a dream,
What are they worth when all is o'er?

A pain or a pleasure, a smile or a tear,
Why does it matter what we claim?
For we step from the fragile life we live,
And a certain reward goes on the scale.
Hours of sadness or of gladness,
What does it matter to us to-morrow?

Truth or love or love of friend,
Tender cares and kind affection,
What is this matter to us in the end?
For the brief days of our life are long night years.
Fervent wishes of tears or of joy,
The grave will open and cover them all.

Homeless wanderer, or honored guest,
Poor or humble, or rich or great,
All are tattered with the world's sweep,
And must meet at the same old gate.
Life from childhood till we are old,
What is it worth when all is o'er?

—E. A. WHEELER.

—Miss WHELAN WILCOX.

a summary of expenses, which is usually leading. The summary gives what the who gets out the catalogue thinks is a estimate of the expenses of the student who gets out the catalogue usually estimated some time before the war, and he not recognize the changes that have come college life in the U. S. As the student when he went through college there was two ways of going through, by paying the penses with one's own or one's father's money by taking the beneficial aid of the college and by working during the vacations. Students then who worked their way through dropped out occasionally and taught school and worked on a farm during the summer.

The expenses of college like Yale are about \$1400 a year for the lowest, \$639 a year the general average, and \$1,059 for very liberal. Not one man in a hundred can go through

That roundeth through long afternoons
To refreshing perfumance.
When sunlight fell so mistily
That, peering up from limited ken,
I dreamed a bewitching melody
Living over Used-to-be.

Oh, land of love and verdant thought,
A land of peace and quietude,
Of coolest greenness, grassy plow,
Embracing with its forearms the
And all the blossoms that cunningly
Gilt their faces up to me
Out of the past, I knew its
The lips of Love to be:

I love ye all, and with veterans
Turned glimmering eyes to me
My blessings like your perfume rise,
Older by you than I am, I see
Sweeter than any song to me,
Sweeter than any music, old or
Or sweetest echo, yes, all three;
My dreams of Used-to-be.

JAMES WHITTAKER CHASE.

The Ballad of Ye Olde Cheshire Cheese.

If doubts or debts thy soul assail,
 If fashion forms its current freeze,
 Or if avarice avarice's self
 And supper in the Chamber these.

T. W. ROUGHRON.

The Census Questions.
From the Philadelphia Inquirer.
 General—My dear friend, I am
 I am a sudden visitor,
 I am a sudden visitor,
 I am not the head of the family,
 My wife is weak in understanding,
 My color is white on week days,
 On Sundays I feel blue,
 I am married in the fall,
 And my age is thirty-two,
 I am born away from Texas,
 At father was called John,
 My father was born in Scotland,
 I am the back of the neck,
 Who was he met my mother,
 Than there is not men close by,
 With my my excellent
 And will be the little,
 I have been well educated,
 By trade I am a clerk,
 I am working for a ready,
 And I do not go to school,
 I do not read the Bible,
 And never write a check;
 I cannot sit in the Louisa,
 With a bow upon my neck
 I have never been married,
 I am not a house-chick;
 I am one day a week in
 I am a rather wild.

I read the house I live in,
 I am never out of debt,
 I have anything to ask me?

doubtful if he could exist on a time a day.
 All the big colleges attend to the
 catalogues to the beneficial effect in the
 to the students. This aid is usually given
 students who are poor for the minister.
 There is an evident assumption that the st-
 dents who are preparing for the ministry
 will be able to put themselves in the hands
 other students, and a discrimination is made
 in their favor. Their tuition fees are remitted
 in whole or in part, and the same is true
 of the law schools. In the law schools, the
 lawships are provided for them, though to
 most lucrative of these go to graduates who
 are expected to go to law and to law and
 fit themselves for tutors or professors.
 The catalogues only slightly touch on the
 good sources of the money. The catalogues
 catalogues told more about this than the peo-
 large would be better informed about the ob-
 portunities for the students. In every col-
 which the college affords. In every col-
 there are several newspapers. Some of the
 papers are printed at the college, and
 There are always several monthly and see-
 tional publications. These papers make
 money according to the business added
 of the men who have them in charge.
 A large paper has handled pays from \$500
 \$4,000 a year. The business is fairly
 high, and all the tradesmen who depend
 college custom are expected to advertise.
 Nothing is paid for the tribulations so far
 only expenses are the paper, composition, ad-
 press work. A man who has a business
 and a knack for getting advertising work
 making his paper lively, can make \$1,500
 year from it. The business of the editor
 and several of these editors are honorar-
 ry, but do not do the hard work. Each paper has
 one or two business men who are in charge
 of the work, who get most of the profits.
 In these big colleges there is a great demand
 for the business men.

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TITLES AND THEIR LIFE

Curious Facts About the War Period—How Called Judge, Colonel, and so on.

It is curious how some titles cling to people and how others are seldom used or almost at once abandoned. A man who has served a term in a State Senate is always called Senator, a member of the Board of Aldermen is always called Alderman; but a city alderman is seldom called alderman after he has been elected, and a Congressman is more likely to be called Judge. For just why a Congressman is called Judge we must go back to the time when almost all Congressmen were lawyers and when many of them were Judges before they became Congressmen. It is a bigger thing in New York State to be called Judge than in Congress, where it was a time when it was not.

It is much the same with military titles. A Major is always a Major unless he becomes a Colonel. A Captain does not stay Captain, but is usually promoted to Major or Colonel. Lieutenant-Colonels are called Colonel, A Colonel and General by crowd, who has a right to be called General, but is not, is called Colonel. There is a certain popularity about certain of these military titles which applies them to people without due right or discrimination, while other titles which are their due lapse. Comparatively few veterans of the war are called Lieutenant. Some are called Sergeant, and they seem to be proud of the title. Very few are called Corporal. The Colonels and Majors are the most popular. Well-known Generals are of course called General, but Colonels who had the commands of a General are usually called Colonel, though Captains who have commands

not proof against a military title. It may last when the holder is absent, but it does not last when he is out. If the last general, his military title revives and will predominate.

There is a great difference between the rank. The title of Mayor does not endure during the lifetime of its possessor, while the title of Alder does. The Mayor is elected for a year, even if the Judge were nothing more than a flor-in of an unexpired term in a minor court, the Alder is a member of the Council of the City, Attorney, and Controller do not cling.

It is something to be a Justice of the Peace, a Justice of the Superior Court, a Commissioner in a jury, a grand juror, a Justice of the Peace, a Commissioner of the Department of Public Works, and a Commissioner to street opening proceedings, a Trustee of the City, a Justice of the Peace, while the titles of better known offices do not.

It is a general rule in the use of titles that a common title is preferred to a high one. Without the prefix of deputy or assistant. A Lieutenant-Governor is called Governor for the first time he is elected, and a Lieutenant-Commissioner is called Commissioner. A deputy makes rather higher than an assistant, and is not to be put out of the way by the title of Sheriff has a disposition to cling.

In civil life titles also take the uses of in accordance with the rank of the holder. A doctor is always called doctor. A lawyer is called lawyer, not attorney. Sometimes he is called counselor, but this is not generally used or approved. A Justice of the Peace is called Justice. When a big lawyer has been a member of the bar a long time and comes to be well known, he is called a Counselor. The title of Judge, whether he ever was a Judge or not.

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